Ice And Fog Troubles.

Ice gave trouble yesterday until the northwest wind drove it out of the channels to the eastward. It was so heavy that the tugs Cumberland and Piedmont, with barges from Boston, were held up in the river in the morning. The schooner J. E. Dubignon, in tow of the tug Esther Phillips, bound out for Savannah, went aground off North Point. With the assistance of the iceboat Latrobe and the Esther Phillips she was floated and proceeded in tow of the Phillips.

The tug M. W. Hunt, which left Friday for Rock Hall to tow 11 oyster-laden vessels to Baltimore, had to abandon the project and return. The ice had become so heavy on the easterly side of the bay that the masters of the vessels refused to be towed through it.

The steamer Middlesex arrived from Rappahanock river landings 10 hours late. She was held up at Wheatland during the Friday storm and could not find her way out of the Rappahannock until yesterday morning.

With a tow of barges from Baltimore for Norfolk the tug Dixie sought harbor in the Rappahannock on Friday.

After being ashore on Poole's Island since Wednesday night the steamer Lord Baltimore was floated yesterday by the iceboats Latrobe and Annapolis and steamed to Baltimore. The Baltimore went ashore in fog while bound as a convoy from Philadelphia with the steamer Ericsson.

Baltimore Master's Vessel Ashore.

The schooner Gracie D. Buchanan, 997 tons, Capt. John Harrington, of Baltimore, from Philadelphia to Jacksonville light, ran on the beach at Nassau bar, between Fernandina and Mayport, early Friday morning. Word was soon received in Jacksonville and the tug Three Friends went immediately to the assistance of the vessel. Captain Harrington and nine men were taken aboard the tug and conveyed to Jacksonville, the engineer, with one man, being left aboard the schooner. Captain Harrington reports that he was running against a gale and mistook his bearings, the schooner striking the beach.

The Buchanan is a fine vessel, and reports are to the effect that she is not in any immediate danger. Tugs will go to her assistance, and it is believed will be able to pull her off. Captain Harrington is the navigating owner of the Buchanan.

In Favor Of Hydrographic Office.

The Government Weather Bureau's application to issue the monthly pilot charts for general marine use, which are now got out by the United States Hydrographic Office, has resulted in a spirited contest, in which marine insurance companies have taken a hand.

It is claimed by the Weather Bureau that it has furnished most of the information for the pilot charts and is entitled to whatever credit may be derived from their issuance. The marine insurance companies appear to be almost unanimous in opposition to the Weather Bureau, asserting that the work should be done by "sailors," not "landsmen."

A petition, signed by a number of marine insurance companies, setting forth the alleged superiority of the Hydrographic Office over the Weather Bureau for the work has been received by the House Appropriations Committee.

Prayer Panic On Vedamore.

On the trip from Liverpool ended Friday night the Johnston Line steamer Vedamore, Capt. Isaac Jones, experienced a program of remarkable events that made a marine vaudeville. Beginning February 7 in latitude 41° 23' and longitude 60° 23', the Vedamore ran into all kinds of weather. It was hurricane for a few hours and then snow and hail and rain and men falling on deck from the skating floor beneath them and Captain Jones wearing "skis" for a safe transit about the ship. This kept on until February 8. All at once on the mastheads and funnel top and wherever it could fasten itself was St. Elmo's fire. The effect of the phenomenon was so thrilling that men in the ship's crew said prayers that they barely remembered as taught them in childhood.

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